

We would remind our readers of *Singapore* Major's performance to-morrow.

The Stanley Opera Company repeat to-night the military drama 'Hold by the Enemy,' which was so well received on the last occasion.

A BAZAAR was held yesterday afternoon in the City Hall, in aid of the orphan under the care of the French Sisters in the Asilo de la Santa Enance. The tables were laden with numerous gifts of fancy and other wares, which during the afternoon found a ready sale among a large number of visitors. Many of the ladies of Hongkong lent their assistance. Among the stall-holders were: Mrs. W. Forbes, Mrs. de Champeaux, Mrs. Gormes, Mrs. Kenwick, Mrs. Bell Irving, Mrs. Barker, Miss Barker, Mrs. Dalrymple, Mrs. Gueyraud, Mrs. Simons, Mrs. G. Forbes, Mrs. Anderson, Mrs. S. S. Forbes, Mrs. Just, Mrs. Michelson, Mrs. de Sonville, Mrs. Murray Bain, Mrs. Richards, Mrs. Samuels, Mrs. Robertson, Mrs. Lyrie, Mrs. Jones Hughes, Mrs. Heermann, Miss Kneebone, Mrs. Mackintosh, Mrs. Ackroyd, Mrs. Liria, Mrs. Rozario, Mrs. Rozario, Mrs. Gouvalles, Misses Gouvalles, Mrs. Lamour, Miss Lamour, Mrs. Legge and Mrs. Lightwood.

The *Amoy Times* says that the British barque *Lucia*, now in port, has been sold to Mr. Nils Muller of Shanghai for the sum of £2,000.

A GANG of robbers made a raid on the village of Ngo Chun-Suoh, situated about two miles from Amoy at about 4 o'clock on Wednesday morning last, and succeeded in robbing the villagers of about \$2,400.—*Amoy Times*.

AS ACT to extend the provisions of the Chinese Restriction Act, viz., admitting one Chinese for every fifty tons, applicable to the Northern Territory only, was passed lately by the Legislative Council of South Australia. The innovation was rejected by the Assembly, and the restriction continued as heretofore, viz., vessels being limited to one Chinese for every five hundred tons.

A LARGE and influential meeting was held recently at Mr. Quong Tait's rooms, Sydney, for the purpose of securing a restriction on the sale and use of opium in New South Wales. It was resolved that a deputation should wait upon the Government at an early date, and that in the meantime efforts should be made to obtain the co-operation of the other colonies in limiting the importation of the drug.

The estimates of the Japanese Government for the fiscal year amount to yen 80,076,938,421, of which yen 64,636,319 are for the Department for Foreign Affairs, yen 10,761,370,689 for the Home Department, yen 31,143,956,800 for the Financial Department, yen 13,992,720,376 for the War Department, yen 7,674,311,000 for the Navy Department, yen 4,698,408,400 for the Judicial Department, yen 1,125,533,265 for the Educational Department, yen 1,035,085,609 for the Agricultural and Commercial Department, and yen 6,487,442,787 for the Department of Communications.

The New York Chamber of Commerce has passed the following resolutions:

Whereas, It is reported that negotiations are now pending between the Government of Japan and the United States Government for the revision of existing treaties between the two nations, which contemplate, among other provisions, relinquishing extra-territorial rights existing by which foreigners resident in Japan are subject to the laws of their own country; and Whereas, In the judgment of this Chamber, such relinquishment would imperil the interests of American citizens, many of whom own real estate and other property in the treaty ports of Japan:

Resolved, That the Chamber of this Chamber that such action at the present time would be inexpedient and unwise, and respectfully but earnestly protest against such action being taken.

Resolved, That a copy of the foregoing preamble and resolution be forwarded to the Secretary of State, with request for his immediate consideration.

The *Hypo News* writes:—No work, no pay, applies to legislators as well as to other people. We read, therefore, that the members of the Lower House (of Japan) resolved on Wednesday to draw half their annual salary at once, viz. \$400.00, together with their travelling expenses from their place of election. How much of this \$400.00 we wonder will flow of these gentlemen have to their credit by the time they have seen the New Year through. Fresh from the country, where their sober wishes never learned to stray, they find themselves at once in the moccasins of all Japanese. Having legislated for themselves, they turned to consider the Bill relating to lawyers. This measure contains 48 articles, and the Government hopes to get it passed into law by the end of the year. It provides for the payment of a fee of yen 500 by all barristers practicing in the Supreme Court (Daishin-in), with an additional deposit, as security, of yen 200. For barristers in the Appeal Courts the fee is yen 250, with yen 100 as security. In the provincial courts the fee and security are both yen 100. The Bill was to be submitted to the Lower House, also a measure for bettering the condition of the poor.

THE 'NAMOQ' PIRACY CASE.

MAGISTERIAL INQUIRY.

Mr. Wodehouse resumed his inquiry at the Magistrate's today, into the *Namoa* piracy case. Mr. Wodehouse was present on behalf of the Douglas Steamship Co.

William Forbes Mackintosh, chief engineer, said—At 1 p.m. on the 20th I was in my room immediately under the bridge on the main deck. I was having lunch. My attention was drawn to a noise on the deck by my little dog running out of my room and barking. I went out and saw a Malay quartermaster and a Chinaman scuffling. I thought the quartermaster was ill-treating the Chinaman and went up to interfere, when I saw the Chinaman was armed. They were about 40 feet off of my room, abreast of the funnel. The Chinaman had a revolver in his right hand. The Malay had hold of him by the left arm. The Chinaman's right hand was lowered against the Malay's person, when the revolver went off and the Malay fell on the

deck. I was about fifteen yards distant from them at this time. I came up between them when the Chinaman fired a shot at my feet. I made my way up to the saloon and was fired at by several of the pirates on my way. As I was going into the saloon I knocked against a pirate who was coming out. He put the muzzle of a revolver against my left breast but I struck it up and the shot went over my head, the smoke of the revolver obscuring my face. I went into the saloon but saw nobody. The place was full of smoke. I called out 'Is there nobody here?' and Captain Pockock answered me from the boy's room, next to the pantry. He sang out 'Is that you, Mac?' I answered and we had some conversation about the situation. He was standing in the saloon just behind the captain's room. While we were talking four or five pirates came on the platform of the companion. They were all armed with revolvers. One of them came down two steps and the others remained on the platform. They were dressed in ordinary Chinese garb. They were making a noise and firing occasional shots into the saloon. One of them was aiming at me as well as he could. I suggested to Capt. Pockock to get the steward to ask what they wanted. He did ask, but I don't know what the answer was. The No. 3 fireman came down. They are both Cantonese. They had a message to the Captain which I did not hear. They were directed by the pirates on the stair. After their talking with the Captain for a minute or two the Captain sang out to me 'What do you want?' I said I did not know and so could not say. I called the No. 1 fireman to ask him, but he could not speak, he was in such a funk. I then called the carpenter, and he told me the message of the pirates was that if the Captain and the chief engineer would allow themselves to be shut up in the Captain's room while they searched the extra fireman, they would harm nobody. The Captain knowing I had got the substance of the message called out 'What do you think? Will you go?' I said 'Yes, if you go I'll go.' Immediately on my answering Capt. Pockock came out and went upstairs, I following. Just as he got to the top of the stairs a shot was fired followed by a yell evidently from a man in pain. I called out from the foot of the stairs 'Have they shot you, Pockock?' but got no answer. I sang out again, but still no answer. I remained in the saloon, and not more than a minute afterwards the second officer came down and said the Captain's room was shot. The Captain was lying on his bed bleeding. The second mate came in along with me. There were no others there. The Captain was conscious but hardly able to speak. He said, 'Mac, Mac, this is dreadful.' I said I wished I had got the shot instead of him, the last motion he made was to put his hand on mine and say 'No.' About a minute or so after I went into the room the passengers came in, and after them came the second and third officers and the third mate. List of all about ten minutes later Mr. Eldridge, chief officer, came in. Before fastening the door, he pressed me to give up all my valuables. I gave up nothing. I had gold shirt studs and sleeve-links, but I did not give them up. I did not mean to give them up unless the pirates forced me. They did not make a search. The man who brought the officers in as an interpreter, informed us that the pirates intended to loot the ship. Through him I asked the man who appeared to be the headman—'For God's sake lock the ship's door so that they might clear out and let us do something for the Captain. The boatswain replied 'I don't know whether interpreting or not—that they could have any more to say to the ship to do good for the Captain. I don't think the Captain gave up any valuables. His shirt studs were still in when he died. While I was in the cabin I could see the pirates engaged in plundering the ship. I could see them bringing the boxes up from the two decks, sampling them, and placing them in the plundering finished about 5.30, and then the picking up of the booty commenced. I saw two galvanised iron buckets and two wire baskets full of silver dollars. The plunder consisted chiefly of money and silk clothing. There was an immense quantity of silk clothing, should say there was more than four or five hundred pieces. After the plundering ceased they nailed a button across the cabin door leading into the saloon to prevent our getting out. They were very methodical in their preparations for departure. The greatest number of pirates that I saw at one time was from 18 to 20. After the first attack they were only about 10. One man was directing the whole affair. I never lost sight of this man from the time we were shut up in the captain's room until it got dark. The general work of plunder went on all the time on the starboard side. I saw a little being done on the port side, but not in the same systematic way as on the starboard side. The man who directed the operations was the same all over the ship. He was little better dressed than the others, but there was nothing remarkable in his dress. All the pirates that I saw had two revolvers each. They were all bareheaded. A few of them had cutlasses—the ship's cutlasses I believe. I could see what the ship was doing all the time after I went into the Captain's room. She was kept on her course until about half-past-two, when the course was altered to bring *Pedro Blanco* about two points on her starboard bow. The effect of that would be to run us up to sea in a S.E. direction. On getting close up to *Pedro Blanco* the course was again changed, and we passed the island on our port side between 3.30 and 4 p.m. After that I lost the run of the ship for an hour, and when I again took it up we were running straight for the Chinese mainland with Goat Island on our starboard bow. Up till four o'clock she was going full speed, but at that time the speed was reduced; about five o'clock there was a still further reduction of speed, and an alteration of the course to about west so as to make us head for Mendoza. At 4 p.m. I saw one of our Malay quartermasters come out of the wheelhouse accompanied by two pirates, who stood beside him while he obeyed a call of nature, and then went back with him again to the wheelhouse. From this I inferred that the quartermaster was navigating the vessel. At one time I saw the pirate leader on the bridge. The first time I saw the leader was within two minutes after I was put into the cabin. He then came inside the cabin with the boatswain to tell us that if we kept quiet while they plundered the ship there would be no harm done to us. He also wanted to tell us that we were all there, because he asked us who we were. He was wonderfully cool and very civil. He did not offer any violence to anybody. All the pirates paid great respect to him except one fellow, who apparently was annoyed at my catching the headman by the arm when I asked him to clear out of the ship as soon as possible. He refused, and yelped his revolvers. The pirate leader took no notice of it. I should know this man again. I am positive that I could recognise three of the men. I made a mental photograph of them with a view to their future identification. One

was the chief, another was the man who was pistolading and the third was a man who was watching the ladder leading down to the two decks. They commenced to blow the whistle about half-past six. They blew it five or six times, apparently as a signal. It was answered by four junks coming off about five minutes after the first blast of the whistle. The whistling extended over a quarter of an hour. At the same time as the whistling commenced they took in the sail. The lights had been lit about sunset, but I did not see by whom. The pirates took no notice of that. They came on the platform from the sea. When they first began to blow the whistle we were under Mendoza and to the leeward of it. The four junks came along. They did not come from any place frequented by junks. They were ordinary large fishing junks of Hongkong build. They were two-masted with a single mast on each side. They were seen at Shanghai. I don't think anybody came on board from the junks. The first junk was considerably in advance of the others, and there was more attention paid to her than to the others. I think she took the more valuable portion of the plunder. I don't know what she carried away from the second one came alongside. It was a long time after the engines stopped that the anchor was put down; I think it must have been about 7.30 when it was let go. About an hour afterwards all the junks had gone and the pirates went with them. I did not see any of the pirates in the junk or on the platform. I heard them lowering the port accommodation ladder before they left, and I saw some men go down with a lantern. I don't know what became of them. I saw no boat, but there must have been one there. Most of the spoil was tied up in the red blankets which I saw the pirates take away. I saw which direction the junks took, but they appeared to go away on the wind. That would take them into the mainland. We could only see them for a very short time as it was a very dark night. There was very little noise in transferring the spoil to the junks. The pirates all seemed to be well acquainted with each other, and there was nothing like quarrelling among them. As soon as I got out of the cabin I went down to the engine room. I found all the firemen down there. All the fires were drawn and the ashes drowned. Everything was in order except that. The firemen were in a very frightened state. They did not know what the pirates had left. None of them was hurt. I had the fire lit at once, and we were under way in about twenty minutes after I went down. The night was dark and there was a fresh N.E. breeze. After setting the engines going I came on deck, where I saw a lot of broken glass lying about and bags that had been rejected by the pirates. I heard of one Chinese passenger being missing, but the Chinese are all very reticent and don't care to talk about the affair. One Malay quartermaster was missing, and he has not since been seen. About ten o'clock the third officer called me to see the body of the missing quartermaster. I went to the foot of the ladder. We found no arms lying about, but one of our passengers brought me three of the ship's bayonets which he had found. During the day I had seen the twelve rifles belonging to the ship lying on the starboard side of the bridge. Between four and five o'clock I saw them tied up in three bundles with ropes. I saw nothing of the ship's ammunition. I am of opinion that it was not practicable to come into Hongkong harbour that night on account of rain obscuring the land and the light. When the pirates left the ship we were 45 miles from Hongkong. We know that it was of the utmost importance to get into the harbour that night and the mate tried hard to get in, but it would be very imprudent to risk it. The witness was then shown a book of photographs of criminals, in which he pointed out one as the leader of the band of pirates.

The following evidence taken at the Civil Hospital was read:—

Alfred Romanus Ramsay stated—I am an Englishman by birth. At 1.15 p.m. on the 10th I was in the Mess room along with the 2nd officer, Mr. Richardson. The mess-room is forward on the 'twain decks and is in the middle of the deck. There is a passage outside on the starboard side, and there is an entrance to the mess-room from the main deck. I was sitting with my back to the staircase and just at the foot of it. Suddenly I heard three shots being fired down the staircase. I turned round and saw three men at the top armed with revolvers and cutlasses. As soon as I saw them I rushed promptly into my cabin which is on the port side and opened my door. There was only one second and ran out into the third officer's room in order to get a revolver, as there was none in my cabin. His room is on the starboard side and also opens into the mess-room. A boy was in the room at the time and I procured a revolver from him. It was already loaded. I then ran along the two deck right down the middle of the ship to where there is a lazaretto. I saw a Chinaman standing at the lazaretto. He was one of the pirates, and was armed with revolvers and a cutlass. I fired at him and hit him in the stomach. He fell to the ground. I did not see him again and I do not know if I killed him. He fell where he was standing. I kept on running until I got to the engine-room door on the main deck. When I went down below into the engine room. There I tried to get the hose on to the donkey pump in order to pump up some hot water. The 3rd engineer and the 3rd officer were in the engine room at the time. There were also two firemen, a greaser and a trimmer all Chinese. I descended to the engine room by means of a ladder. The hose was not large enough, so I left it alone. After being down about four minutes four or five pirates appeared on the top of the cylinder covers and round the hatch on the main deck and commenced to fire revolver shots at us. I saw one man coming down the ladder. He was the man who was shot. I saw him hit by a shot. They shot him in the right arm. He was running out from behind a boiler at the time and was throwing lamps of coal at one of the pirates who was coming down the ladder. I was standing behind a boiler, which was between me and the man coming down, whom I could not see at that time. I kept on running until I got to the engine room door on the main deck. When I went down below into the engine room. There I tried to get the hose on to the donkey pump in order to pump up some hot water. The 3rd engineer and the 3rd officer were in the engine room at the time. There were also two firemen, a greaser and a trimmer all Chinese. I descended to the engine room by means of a ladder. The hose was not large enough, so I left it alone. 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Mails.

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHERS CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama and Honolulu, on FRIDAY, the 19th December, 1890, at 3 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

Full Freight Packages should be made to address in full, and also will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco, per month, \$225.00
To San Francisco and return, \$300.00
To Liverpool, per month, \$325.00
To London, per month, \$325.00

For other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central, Hongkong, December 16, 1890. 2024

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 21st day of December, 1890, at 11 a.m., the Company's S.S. *SACHSEN*, Captain K. v. Giese, with MALES, PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Passes until 3 p.m., on the 20th December. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MEIJSERS & Co., Agents.

Hongkong, November 24, 1890. 2009



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSHALLS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *THAMES*, Captain W. A. Seaton, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY, and SUEZ CANAL, on THURSDAY, the 26th Instant, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed and Bombay later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Book Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSHALLS.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 16, 1890. 2166

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PUEBLO* will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 30th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by the near-Atlantic line of Steamers.

First-class Fares granted as follows:—
To San Francisco, \$225.00
To San Francisco and return, \$300.00
To Liverpool, per month, \$325.00
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For other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central, Hongkong, December 6, 1890. 2100

C. D. HARMAN, Agent.

Hongkong, December 6, 1890. 2100

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Hongkong, August 20, 1884.

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RESIDENTS in the Colony would

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Hongkong, August 7, 1888. 1317

SAILOR'S HOME.

ANY Cast-off CLOTHING, FURNITURE,

or PAPERS will be thankfully received

at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. & O. Office. 5. From P. & O. Office to the P. & O. Office. 6. From P. & O. Office to the P. & O. Office. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to the P. & O. Office. 10. From P. & O. Office to the P. & O. Office. 11. From P. & O. Office to the P. & O. Office.

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